

DEPARTMENT OF THE ARMY  
HEADQUARTERS, UNITED STATES ARMY ALASKA  
Fort Richardson, Alaska 99505-5000

United States Army Alaska Regulation 55-2

31 January 2001

Transportation and Travel

United States Army Alaska Transportation Operations and Planning in Alaska

**Summary.** This regulation establishes policies and procedures for United States Army Alaska (USARAK) units and agencies using transportation resources in support of Army operations. It covers highway, air, and rail movements.

**Applicability.** This regulation is applicable to all units assigned, attached or under the USARAK's operational control. Units not attached or under the USARAK's operational control will request transportation and coordinate movements with the Director of Logistics, USARAK Transportation Office (USARAK TRANS).

**Interim changes.** Interim changes to this regulation are not official unless the Director of Information Management authenticates them. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

**Suggested improvements.** This regulation's proponent agency is the Deputy Chief of Staff, Logistics. The Deputy Chief of Staff, Logistics invites users to send comments and suggested improvements on Department of the Army (DA) Form 2028 (Recommended Changes to Publications and Blank Forms) directly to APVR-RDL-T.

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\*This regulation supersedes United States Army Alaska Circular 55-2, dated 1 May 1998.

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**Chapter 1**  
**General**

**1-1. Purpose**

This regulation's purpose is to establish policies and procedures for USARAK units and agencies using military and commercially contracted transportation resources in support of Army operations within Alaska. It covers highway, air, and rail movements to transport brigade equipment and soldiers within Alaska in support of garrison operations and unit training exercises.

**1-2. References**

Required and reference publications and referenced forms are listed in appendix A.

**1-3. Explanation of abbreviations**

The abbreviations used in this regulation are explained in the glossary.



**Chapter 2**  
**Responsibilities**

**2-1. General**

This chapter establishes responsibilities for commanders and staff agencies within the USARAK for transportation operations and planning.

**2-2. United States Army Alaska Transportation Office**

USARAK TRANS will—

- a. Exercise staff supervision over all strategic movement planning for USARAK.
- b. Exercise staff supervision for intra-theater motor, rail, and air movements and intra-theater strategic movements.
- c. Maintain a copy of current movement plans for all brigade units.
- d. Assist units in development of movement plans.
- e. Ensure that all brigade units develop and maintain a current copy of contingency air and rail load plans.
- f. Prepare annexes to USARAK operation plans, standing operating procedures and staff estimates.

**2-3. Major subordinate commanders and battalion and separate company commanders**

Major subordinate commanders and battalion and separate company commanders will—

a. Per United States Army, Pacific (USARPAC) Regulation 55-1, appoint, on orders, a Unit Movement Officer (UMO) with one alternate down to the company level. Forward a copy of the orders to Commander, USARAK, Attention: USARAK TRANS (APVR-RDL-T).

(1) Appoint a UMO, who will be in the unit for at least 1 year after appointment, to be trained in all aspects of movement planning, including attending the rail and air load planning courses. The UMO should also be the unit movement coordinator as required by USARPAC Regulation 55-1.

(2) Ensure the assigned UMO is familiar with the publications and forms contained in appendix A.

b. Ensure a minimum of two personnel have completed the Transportation of Hazardous Materials course for certifying officials and noncertifying officials within the preceding 24 months, per Technical Manual (TM) 38-250.

c. Ensure all personnel involved with the handling and preparation for transportation or transporting hazardous materials are appointed in writing by the activity or unit commander, to include scope of authority per 4500.9, part II.

d. Ensure the use of organic transportation to the fullest extent possible before requesting additional support.

e. Ensure the assigned UMO coordinates with the Post Provost Marshal, Physical Security staff, for arms, ammunition, and explosive movement requirements.

f. Coordinate requirements for transport that exceed the unit's organic capability.



## **Chapter 3**

### **Convoys and Motor Movements**

#### **3-1. Motor transportation support requests**

- a. To the extent possible, all units will use their organic vehicles to support motor movements.
- b. If a unit's equipment is insufficient or inappropriate to totally displace all organic assets, the unit will request support from the Motor Transport Officer (MTO) Fort Richardson. The request will state the type and amount of cargo to be moved, including the date, time, start point (SP), release point (RP), and a point of contact.
- c. Upon receipt of a transportation request from a unit, the MTO will determine the most efficient and cost-effective mode of transportation to accomplish the mission (transportation motor pool or commercial) and notify the requester and USARAK TRANS of the mission status. Vehicle operators may drive 10 hours in a 12-hour period.
- d. For requests for nontactical vehicle support see appendix B.
- e. For requests for commercial lineal see appendix C.

#### **3-2. General convoys**

A convoy is a group of vehicles organized for the purpose of control and orderly movement. Any group of six or more vehicles temporarily organized to operate as a column, proceeding together under a single commander, is considered a convoy. Additionally, when 10 or more vehicles per hour are dispatched to the same destination over the same route, they are considered a convoy. All military convoys moving over the Alaska State highway system require a convoy clearance, which will be issue by the Movement Control Center (MCC).

#### **3-3. Convoy clearances**

Procedures for obtaining convoy clearances are as follows:

- a. Units requesting convoy clearances will input their data into the Transportation Coordinator, Automated Command, and Control Information System (TC-ACCIS). If TC-ACCIS is not available the requestor may fill out Defense Department (DD) Form 1265 (Request for Convoy Clearance) (see app D) and DD Form 1266 (Request for Special Hauling Permit) for oversize/overweight vehicles and forward it to the MCC. The MCC is the approval authority for all convoys using State or Federal highways. After coordination with Alaska State authorities, the MCC assigns a convoy clearance number and returns the approved/disapproved request (DD Form 1265) to the unit through the local Movement Control Team (MCT).
- b. Requests for convoy movement that cannot be completed before 1200 on Saturdays or for convoy movement on Sundays and holidays will be disapproved unless it is essential in meeting a military training requirement. Units will submit requests for exceptions to policy to the MCC/MCT. These requests must be signed by the unit commander. The MCC is responsible for processing requests and obtaining Assistant Chief of Staff approval/disapproval for each exception to policy submitted.
- c. Requests for convoy clearances will be submitted at least 14 days before the scheduled movement. This allows adequate time for the requests to be coordinated by the MCC/MCT with Alaska State authorities. When this lead-time cannot be met due to unprogrammed operational requirements such as emergency deployment readiness exercises, requesting units will notify the MCC/MCT. The requesting unit will then prepare a DD Form 1265 as expeditiously as possible and submit it to local MCC/MCT for processing.

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d. Procedures for obtaining convoy clearances for regular training exercises will be sent directly to the MCC/MCT.

e. Once a clearance is issued, convoy departure dates and times will not be changed unless a valid operational reason exists, and then only after appropriate coordination with the MCC/MCT.

### 3-4. Convoy organization

a. When the number of vehicles in a convoy exceeds 20, the convoy will be broken down into serials, with each serial containing no more than 20 vehicles. Each serial will have a serial commander appointed to exercise control over that element.

b. The convoy commander of a larger convoy may further identify smaller elements within each serial as march units. For example, a convoy of 60 vehicles would have three serials of 20 vehicles and each serial would have two 10-vehicle march units. Each march unit would in turn have a march unit commander appointed. This arrangement gives the convoy commander greater command and control and decreases the possibility of vehicle damage and personnel injury due to carelessness or poor driving habits.

c. All convoys consist of three main elements:

(1) The **head** is the first task vehicle of a march column in the order of march. The pacesetter rides in this vehicle, which is usually the largest and slowest vehicle in the column. The officer or noncommissioned officer at the head of each serial ensures the convoy is on the proper route, reports the SP, checkpoints (CPs), and RP, and maintains the convoy speed.

(2) The **main body** of the convoy follows immediately behind the pacesetter and may be broken in to serials.

(3) The **trail** is the last element of the convoy. The trail officer or noncommissioned officer is responsible for maintaining convoy discipline, preventing straggling, and reporting final clearance of designated points. The trail party should also contain maintenance, medical, and recovery elements, if they are included in the convoy.

### 3-5. Requirements for convoy movements

Convoys require certain mandatory control measures to meet military and Alaska State requirements. The end goal is the safe and efficient movement of personnel and equipment. The following paragraphs identify a number of requirements that are mandatory for convoy operations within Alaska:

a. Convoy markings. Each serial of a convoy will have the following identification markings:

(1) CONVOY FOLLOWS/CONVOY AHEAD signs for the lead and trail vehicles respectively. See appendix E.

(2) A blue flag on the lead vehicle (National Stock Number (NSN) 8345-00-543-6912).

(3) A green flag on the last vehicle (NSN 8345-00-543-6913).

(4) A black and white flag on the convoy commander's vehicle (NSN 8345-00-543-6911).

(5) The convoy clearance number marked in chalk on the vehicle doors.

(6) A flashing, amber beacon on the top of the front and rear vehicle of each convoy serial.



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b. Start point and release point. The SP and RP are specific locations that mark the beginning and ending of the convoy movements. As vehicles pass the SP, they are at their maximum rate of march and under the full control of the convoy commander. The SPs and RPs will be identified in the convoy clearance requests.

c. Strip maps. It is the convoy commander's responsibility to ensure that each vehicle driver has a strip map in their possession before the convoy departs the unit marshaling area.

d. Route reconnaissance. If time permits, it is highly recommended that the convoy commander or a member of their control team conduct a ground route reconnaissance the day before departure. If this is not feasible, road information of a general nature (weather, avalanche, etc.) is available by calling the numbers listed in appendix F.

e. Rate of movement (speed, pace, and rate of march). Rate of movement will be consistent with safe driving speed based primarily on road conditions. At no time will the rate of march exceed the posted speed limit. Convoy speed will be no greater than 40 miles per hour with a catch-up speed no greater than 45 miles per hour. This restriction includes areas with posted speed limits in excess of 50 miles per hour.

f. Messing and refueling. In support of USARAK concept, units are encouraged to plan for internal support for all mess and refueling requirements. In instances where a unit is incapable of being self-sufficient, requirements will be identified through logistics channels to the appropriate combat service support organization.

g. Rest halts. Convoying units will schedule a rest halt as a mandatory point of any convoy exceeding 50 miles traveled. Additionally, there will be one rest halt during the first hour of driving time and thereafter one halt for every 2 hours of driving time. Times and locations of halts must be indicated on the DD Form 1265.

h. Communications. Due to limited communications capabilities within the state, convoy commanders will have in their possession a list of available telephones along the route of march. A listing of known public telephone locations is provided in appendix F. Commanders will use organic communication assets to maintain close communication with their lead and trail elements. Convoy frequencies will be from the current Communications Electronics Operating Instructions. Units requiring alternate frequencies will request them from the USARAK Assistant Deputy Chief of Staff for Information Management.

i. Back-up recovery service. Units must plan on being self-sufficient during convoy operations; however, it is recognized that several breakdowns enroute could use all of a unit's organic capability. To prevent this situation, units are encouraged to coordinate with their direct support element for hand-off recovery boundaries and points of contact. Unless otherwise specified in exercise directives or operations plans, normal hand-off boundaries are as follows:

(1) Parks Highway south of Cantwell and Richardson Highway south of Glennallen—recovery by Fort Richardson support assets.

(2) Parks Highway north of Cantwell and Richardson Highway north of Paxson—recovery by Fort Wainwright support assets.

j. Emergency medical service. Accidents or incidents may occur that require on-site medical assistance. A listing of available medical services and their telephone numbers is included as appendix G. This listing will be carried by convoy, serial, and march unit commanders during any convoy operation over Alaska State highways. All accidents will be reported to MCC (Fort Richardson, 1-800-478-2769 (ARMY)) or the appropriate MCT (Fort Wainwright, 1-800-353-1169 or Fort Greely, 1-907-873-1124). If contact cannot be made with the MCC, contact the Command Operations Center at Fort Richardson, 1-800-410-9144 or

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Fort Wainwright, 1-800-478-7588, the COC “800” numbers can **only be used for emergency and not for personal calls**.

k. Convoy commander's briefing. This briefing will always be given preceding any convoy movement. A sample checklist with topics to be covered is included at appendix H.

l. Local restrictions. Convoys are not normally authorized to move on any of the three posts' primary road network (paved surfaces) during the peak traffic hours (0630 to 0800, 1100 to 1300, and 1530 to 1700) Monday through Friday. This requirement may be waived due to operational requirements. The MCC/MCT, when reviewing convoy requests, will coordinate with the military police for exceptions when there is a valid operational requirement.

m. Covering of vehicle bumper numbers. At no time during routine training missions or convoy operations over Alaska State highways will vehicle unit identification and bumper numbers be covered. The only time markings will be covered is in a tactical maneuver area on order of the unit commander.

n. Vehicle operation requirements. All vehicles operating on off-post highways are required to have their headlights on low beam per AR 385-55. Any vehicle operating off post in Alaska during the winter months (15 October to 15 April) or when operating in areas where the temperature is below 32 degrees Fahrenheit regardless of time of year, must meet the following conditions before departure:

(1) Have a licensed driver and assistant driver.

(2) Have personal survival gear for all passengers, including the driver, containing not less than the following:

(a) Arctic sleeping bag.

(b) Vapor-barrier boots.

(c) Parka.

(d) Field trousers.

(e) Arctic mittens.

(3) Have tire chains.

(4) Have a highway-warning device.

**(5) Drivers will not be assigned to drive an Army motor vehicle more than 10 continuous hours.**

### 3-6. Convoying small unit support vehicles

Convoy movements for small unit support vehicles (SUSVs) fall under the same requirements as wheeled vehicles (see para 3-5) with the following exceptions:

a. A march unit/serial will consist of no more than 10 vehicles.

b. A minimum of a 30-minute time gap will be maintained between each march unit/serial.

c. Since SUSVs are classified as slow-moving vehicles (25 miles per hour or less) by the State of Alaska, SLOW MOVING VEHICLE triangles are required on the rear of each SUSV in a convoy.

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- d. In addition to required convoy signs and flags, a convoy of SUSVs is required to have a flashing, amber, warning beacon on the top of the front and rear vehicles of each convoy serial.
- e. Operation of a single SUSV over State roads requires that a SLOW MOVING VEHICLE triangle be mounted on the rear of the SUSV. In this case, a flashing, amber, warning beacon is not required.
- f. Windows, taillights, reflectors, and warning beacons must be kept clear of snow and mud.



**Chapter 4**  
**Air Movements**

**4-1. Movements by air**

USARAK's mission requires that it be able to rapidly deploy by strategic (C-141, C5A, C-17) and tactical (C-130) airlift. Both strategic and tactical airlifts are used on a frequent basis by USARAK units during training exercises and emergency deployment readiness exercises. This chapter will describe airlift request channels and unit air planning responsibilities. All equipment must be certified per TM 38-250.

**4-2. Requests for United States Air Force Airlift**

a. A Special Assignment Airlift Mission is generally a movement that needs special considerations because of the number of passengers involved, weight or size of cargo, urgency of movement, cargo sensitivity, or other justifiable factors. The unit will prepare and submit DD Form 1249 (Special Assignment Airlift Mission) to the MCC as far in advance as possible but no later than 11 days before the desired movement date. Justification for airlift within 10 days must be included in the remarks section of DD Form 1249.

b. A tactical airlift request is generally a movement within the theater using existing (C-130) air assets. Units will prepare a Joint Inoperability of Tactical Command and Control Systems (JINTACCS) Airlift Request voice template and submit it to USARAK Air (APVR-RPTM-T) a minimum of 90 days in advance of desired movement. Additionally, a DD Form 2327 (Unit Aircraft Utilization Plan) or an aircraft load plan must accompany the request.

c. A strategic airlift is generally a movement out of theater or a movement within theater using nontheater (C-141, C5A, or C-17) air assets. Submission requirements are as stated in paragraph a above, except the unit will submit the required documentation to the MCC.

d. Resupply airlift requests are requests for preplanned, immediate, and emergency aerial resupply. Aerial resupply may be accomplished by air-land or airdrop missions using Air Mobility Command and/or Army aviation assets.

(1) Requests for preplanned, combat-service-support, airlift sorties are passed through support channels from the requester to USARAK Air. Preplanned requests should be prioritized by an intermediate headquarters to indicate precedence in the event of limited aviation assets. Upon receipt of a request, USARAK Air contacts USARAK TRANS, which coordinates for preparation of the supplies for airlift and delivery to the designated pick-up point. When allocated or planned airlift is provided by the Air Force, a JINTACCS Airlift Request with accompanying load plans is prepared and forwarded to USARAK Air by the requesting unit.

(2) Requests for immediate, combat-service-support sorties are submitted through both operational and logistical channels using the JINTACCS Airlift Request format. USARAK TRANS coordinates with the Directorate of Logistics for supply preparation and with USARAK Air for aircraft to fly the mission. The requesting unit is then notified of mission status by USARAK Air.

(3) Emergency resupply airlift requests are submitted through command channels by the fastest practicable means. USARAK Air coordinates for the aircraft to fly the mission and USARAK TRANS coordinates with the Directorate of Logistics for supply preparation and load planning.

(4) Upon conclusion of the training exercise, the receiving unit is responsible for evacuation of recoverable, air-delivery items to the Directorate of Logistics, Aerial Delivery Branch.

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(5) Units are encouraged to maintain close communication with USARAK Air or USARAK TRANS, as appropriate, to ensure accurate information is processed as it becomes available. Units are not authorized to directly coordinate with the supporting aviation unit as this leads to confusion and misinformation.

### **4-3. Unit responsibilities for airlift planning**

a. Unit load plan. (See DOD 4500.9.) Units have a responsibility to have load plans on file for both the C-130 and the C-141 aircraft in preparation for tactical and strategic deployments. Those units having equipment that can only be accommodated by the C5A or C-17 must plan for just the oversize equipment to fly on those aircraft, with the remainder of the unit's assets going on the smaller aircraft.

b. Availability of tie-down devices. Units identifying a need for cargo tie-down straps, based on unit, secondary-load plans, have the responsibility to order and stock a sufficient supply of straps to meet the unit's needs.

c. Preparation of equipment weight data for loading computations. The deploying unit has the responsibility to have personnel knowledgeable in the weighing and marking of all unit equipment and for final completion of actual data on unit load plans.

d. Air certification of equipment. Units must ensure all organic equipment is certified to move by air. As a general rule, equipment is subject to certification if it meets or exceeds any of the following conditions:

- (1) 20-feet long.
- (2) 8-feet wide.
- (3) 8-feet high.
- (4) 20,000 pounds.
- (5) 1,600 pounds per linear foot.
- (6) 50 pounds per square inch.
- (7) Axle weight of 5,000 pounds.
- (8) Wheel weight of 2,500 pounds.

e. Certification procedures. The primary reference is Technical Bulletin (TB) 55-46-1. The steps to determine equipment certification are as follows:

(1) Using the equipment table of organization and equipment (TOE) line number and NSN, cross-reference the item within TB 55-46-1. The tabulated data lists maximum length, width, height, weight, and reducible dimensions if required for aircraft loading. Additionally, the last column of the equipment characteristics data listings (para 3-2) indicates by designation of a "C" under the header column whether the item is certified for flight on C-130, C-141, or C5 aircraft. As a reminder, equipment modifications that have been made at unit level without vehicle proponent approval (boxed trailers, snow plow attachments, etc.) are not certified for air transport and cannot be flown with the modification. If in doubt check the vehicle configuration against the description in the vehicle - 10 manual.

(2) The second step is to ensure that the equipment does not exceed data plate cross-country weights. For wheeled vehicles, this includes individual axle weights, and for trailers, axle weight, and lunette (the trailer tongue with landing gear extended) weight. Vehicles should be weighed with their normal deployment cargo.

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(3) To prevent weighing of a unit's entire rolling stock, actual load weights from previous emergency deployment readiness exercises or field exercises (available from Computer Aided Load Manifesting or manual load plans) can be used. However, when using this method, units must ensure that the weights represent the normal deployment cargo carried on the vehicle.

(4) For Fort Richardson units, with equipment requiring weighing, the scales located at the Joint Mobility Complex are available through telephonic coordination with the Departure Airfield Control Group, Noncommissioned Officer in Charge at 552-8398/8181 or with the MCC at 384-1889. For Fort Wainwright units with equipment requiring weighing, units can use the Property Disposal Office scales after coordinating with the Property Disposal Office at 353-7406.

(5) Notify USARAK TRANS of any equipment that is not certified per TB 55-46-1 or is exceeding data plate cross-country limitations. Notification should be in writing and include TOE line number, nomenclature, NSN, and specific shortcoming. USARAK TRANS will then take action to begin the certification process and obtain waivers as required.

f. Emergency deployment readiness exercise preparation. To facilitate deployment operations, units will need certain items readily available. Some of the more common items, with the source of supply, are—

(1) 463L Pallet systems—Directorate of Logistics/Assistant Directorate of Logistics.

(2) Cargo straps, NSN 1670-00-725-1437—Class IX, unit prescribed load list.

(3) One 1/2-inch diameter, or greater, hemp rope—General Services Administration.

(4) Plastic pallet covers—General Services Administration.

(5) Data plates for equipment/TMs, unit prescribed load list—Publications and Blank Forms Stockroom, Directorate of Information Management (in Building 800, Door 13, on Fort Richardson).

(6) Forms—Publications and Blank Forms Stockroom, Directorate of Information Management (in Building 800, Door 13, on Fort Richardson) (listed in DA Pam 25-30).

(7) Seals for 5-gallon cans—company supply.

(8) Labels—Publications and Blank Forms Stockroom, Directorate of Information Management (in Building 800, Door 13, on Fort Richardson) (listed in DA Pam 25-30).

### **4-4. Arrival and departure airfield control groups**

USARAK must have soldiers who are well trained in the preparation of equipment for air movement. One of the main areas where highly proficient movement personnel are required is in the operation of the Departure and Arrival Airfield Control Groups (D/AACG). In general, the responsible agency for operating the arrival and departure airfield control groups is as follows:

a. For emergency deployment readiness exercises and exercises involving a brigade or larger force, the Installation D/AACG.

b. Brigades will normally operate D/AACG for the battalions; battalions will normally operate D/AACG for the companies. They may also request support from the Installation D/AACG. This does not give the brigades authority to coordinate directly with the Air Force on special assignment airlift missions.

c. As a general rule for brigade exercises, USARAK Air will perform D/AACG operations at tactical airheads. The deploying unit will be self-sufficient in D/AACG operations until the battalion element arrives to assume those duties.

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d. The operation of a D/AACG by an agency other than the unit does not relieve the deploying unit of the requirement to have unit personnel available at the D/AACG site to finalize documentation and to assist in the collection of weight-of-equipment data.



## **Chapter 5**

### **Rail Movements**

#### **5-1. Movement by rail**

a. Unit load plans. Units have the responsibility to have load plans on file for the entire unit's assets to move and all hazardous material must be certified per Code of Federal Regulations (CFR) 49 and incorporated in the unit movement plan. Load plans will be prepared via TC-ACCIS (see app I) and incorporated into the unit movement plan.

b. Routine rail movements. When a unit desires to move its equipment by rail in support of a planned exercise, they will coordinate with the Freight Section, Installation Transportation Office (ITO). The ITO will arrange for spotting of cars and is the sole contact between the Army and the railroad.

(1) Installation Transportation Office functions are as follows:

(a) Final determination of rail car on-load site and time(s).

(b) The MCC conducts rail load training classes, if requested.

(c) Keeps unit rail load officer/noncommissioned officer apprised of pertinent information with respect to the movement, including departure and arrival times.

(2) Unit responsibilities.

(a) Units are required to have enough tie-down equipment on hand for deployment and redeployment. Wheeled vehicles will normally require rail car spanners. Units are required to have sufficient type/quantity of hand tools on hand.

(b) No less than 6 weeks before the proposed move submit a memorandum to the Freight Section, ITO, for a cost estimate. The memorandum will include unit designation, dates and times for start of upload and departures, desired on-load and off-load locations, and load plans (DA Form 5748-R (Shipment Unit Packing List and Load Diagram)).

(c) No less than 1 month before the movement: 1) submit memorandum for rail load training class to the MCC, 2) requisition tie-down materials from Directorate of Logistics, Supply Division, and 3) submit a fund cite letter to the Freight Section, ITO.

(d) On the load date: 1) provide all previously purchased tie-down materiel, 2) marshal vehicles to the on-load location not later than 1 hour before scheduled on-load time, 3) provide continuous management and inspection to ensure all equipment is properly prepared for final inspection, acceptance, and movement by Alaska Railroad, 4) ensure ground guides are used to on-load/off-load rolling stock, 5) clear ice and snow from rail cars as required, and 6) notify accidents south of the range to the MCC at 384-1889/1839 or accidents north of the range to MCT at 353-1169, or USARAK TRANS at 384-7348, which will notify the Command Operations Center.

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FOR THE COMMANDER:

OFFICIAL:

FREDRICK J. LEHMAN  
COL, GS  
Chief of Staff

//Original Signed//  
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1 - Commander, United States Army Pacific Command, Attention: APIM-OIR,  
Fort Shafter, Hawaii 96858-5100

**Appendix A**  
**References**

**Section I**  
**Required Publications**

- AR 385-55 ..... (Prevention of Motor Vehicle Accidents) is cited in paragraph 3-5n and appendix H.
- AR 600-55 ..... (The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)) is cited in appendix H.
- CFR 49 ..... Title 49 (Code of Federal Regulation) is cited in paragraph 5-1a and figure C-1.
- Department of Defense  
(DOD) 4500.9 ..... Defense Transportation Regulation Volumes I through IV Part II (Cargo Movement) is cited in paragraph 2-3c.
- Field Manual (FM) 21-305 ..... (Manual for the Wheeled Vehicle Driver) is cited in appendix H.
- FM 55-30 ..... (Army Motor Transport Units and Operation) is cited in appendix H.
- TB 55-46-1 ..... (Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and Other Outsize/Overweight Equipment (In TOE Line Number Sequence)) is cited in paragraph 4-3e.
- Training Circular (TC) 21-306 ..... (Tracked Combat Vehicle Training) is cited in appendix H.
- TM 38-250 ..... (Preparing Hazardous Materials for Military Air Shipments) is cited in paragraphs 2-3b and 4-1.
- USARPAC Regulation 55-1 ..... (USARPAC Unit Movement) is cited in paragraph 2-3.

**Section II**  
**Referenced Publications**

- AR 55-162 ..... (Permits for Oversize, Overweight, or Other Special Military Movements on Public Highways in the United States Vehicles).
- AR 190-5 ..... (Motor Vehicle Traffic Supervision).
- AR 220-10 ..... (Preparation for Overseas Movement of Units (POM)).
- DA Pamphlet 746-1 ..... (Pallets and Storage Aids for Army Use).
- FM 5-170 ..... (Engineer Reconnaissance).
- FM 55-9 ..... (Unit Air Movement Planning).
- FM 55-15 ..... (Transportation Reference Data).
- FM 55-30 ..... (Army Motor Transport Units and Operations).

## **USARAK Regulation 55-2**

- FM 55-65 ..... (Strategic Deployment).
- TB 55-45 ..... (Certification of Military Equipment for Transport in United States Army Material Command (AMC)/ Civil Reserve Air Fleet (CRAF) Aircraft).
- TB 55-46-2 ..... (Standard Transportability Characteristics (Dimensions, Weight, and Cube) for Military Vehicles and Other Outsize/Overweight Equipment (In National Stock Number Sequence)).
- TM 55-2200-001-12 ..... (Transportability Guidance for Application of Blocking, Bracing and Tie-Down Materiel's for Rail Transport).
- MTMCEA ..... (Rail, Truck, and Air Tiedown Pamphlet).
- USARAK Regulation 190-1 ..... (Physical Security Program).
- USARAK Regulation 385-1 ..... (Safety Program).

## **Section III Referenced Forms**

- DA Form 2028 ..... (Recommended Changes to Publications and Blank Forms) is cited in the suggested improvements statement.
- DA Form 5748-R ..... (Shipment Unit Packing List and Load Diagram) is cited in paragraph 5-1b(2)(b).
- DD Form 626 ..... (Motor Vehicle Inspection (Transporting Hazardous Materials)) is cited in appendix H.
- DD Form 1265 ..... (Request for Convoy Clearance) is cited in paragraphs 3-3 and 3-5g, appendix D, and paragraph F-2a.
- DD Form 1266 ..... (Request for Special Hauling Permit) is cited in paragraph 3-3a.
- DD Form 2327 ..... (Unit Aircraft Utilization Plan) is cited in paragraph 4-2b,

**Appendix B**  
**Nontactical Vehicle Requests**

**B-1.** Nontactical vehicles are generally defined as administrative vehicles. They are transportation motor pool vehicles that are designed to provide passenger transportation support in garrison and their movement is limited to paved roads only. These assets are solely controlled by the transportation motor pool. Transporting of hazardous material must be done per the CFR. No hazardous material is allowed in the passenger-carrying compartment of government vehicles.

**B-2.** Units requiring nontactical vehicle support on their assigned post will submit a request to their servicing transportation motor pool. **Request should be received 2 working days in advance of requested time and for inter-post movements should be received 10 working days in advance.** Units requiring nontactical vehicle support at another post within Alaska will submit a request to the servicing transportation motor pool. Drivers are limited to a maximum of 10 driving hours in a 12-hour workday. No interpose movement of personnel will commence after 1200 daily without approval of the Director of Logistics or Garrison Commander.



**Appendix C**  
**Commercial Linehaul**

**C-1.** Units requiring commercial carrier service (i.e., flatbeds to truck SUSVs) will submit a memorandum requesting commercial transportation support, with a fund cite, to the Freight Section, ITO.

**C-2.** A sample memorandum for commercial transportation requirement is shown in figure C-1. All pertinent information must be included.

**C-3.** A sample memorandum for request of estimated costs and load plans is shown on figure C-2. All pertinent information must be included.

USARAK Regulation 55-2

**INTRASTATE ROUTING REQUEST:**

**SAMPLE**

**FROM:**

POC: JANINE THOMPSON.  
AT: TRANSPORTATION OFFICE.  
APVR-WDL-T.  
FORT WAINWRIGHT, ALASKA 99703.  
TELEPHONE: 353-1252/1133/1118.  
FAX: 353-6246.

**TO:**

TRANSPORTATION OFFICE  
APVR-RDL-TF  
FORT RICHARDSON, ALASKA 99505  
TELEPHONE: 384-1897.  
FAX: 384-1816.

1. DATE OF REQUEST: 07 AUG 97.  
2. DATE EQUIPMENT TO BE SPOTTED: 12 AUG 97 @ 1000 HOURS.

**(NOTE: CARRIER IS REQUIRED TO RECEIVE 24-HOUR NOTICE TO SPOT EQUIPMENT.)**

3. TRANSPORTATION PRIORITY: TP-03.  
4. RDD: **MUST ARRIVE** NLT: 15 AUG 97 @ 1000 HOURS.  
5. COMMODITY(S):

*(IF SHIPMENT CONTAINS HAZARDOUS MATERIAL SHOW PROPER SHIPPING DISCRIPTION PER 49 CFR 172.101)*

HUMMV MODEL M998 180"L X 85"W X 97"L.  
VEHICLE FLAMMABLE LIQUID POWERED, 9, UN3166.  
\_\_\_\_\_.  
\_\_\_\_\_.  
\_\_\_\_\_.

*(ESTIMATED)*

6. TOTAL PIECES: 2. WEIGHT: 15,560. CUBE: 1,538.  
7. DESTINATION: BUILDING 3030.  
\_\_\_\_\_.  
8. EQUIPMENT REQUESTED: #/VAN \_\_\_\_ SIZE \_\_\_\_ #/FLAT 1 SIZE 40'.  
\_\_\_\_\_.  
9. EQUIPMENT TO BE SPOTTED @: 875LD RAMP.  
\_\_\_\_\_.  
10. REMARKS: *(INCLUDE FUND CITE)*

**Figure C-1. Sample memorandum for commercial transportation requirement**



DEPARTMENT OF THE ARMY  
UNIT NAME  
UNITED STATES ARMY ALASKA  
FORT RICHARDSON, ALASKA 99505

UNIT OFFICE SYMBOL

DATE

MEMORANDUM FOR Transportation Office, ATTN: Freight Section, Fort Richardson, Alaska 99505

SUBJECT: Request for Estimated Costs and Load Plans

1. Request the following vehicles/equipment be line hauled to Fort Greely, Alaska on 23 Apr 99 in support of Northern Edge exercise.

<u>Quantity</u>	<u>Vehicle Type</u>	<u>Length</u>	<u>Width</u>	<u>Height</u>	<u>Weight (pounds)</u>
3	M1065 CMD SUSV	271"	73"	95"	*10,200
2	M149 Trl Water	162"	82"	77"	*9,090
1	M973 SUSV	271"	73"	95"	10,200

- Indicate which prime mover will precede which trailer.
- Provide **ACCURATE** dimensions for each vehicle.

2. Request the following information be provided:

- Estimated costs for one-way or round trip.

3. POC: SFC John F. Doe, 384-0000

Signature

Figure C-2. Sample memorandum for request of estimated costs and load plans



**Appendix D**  
**Sample Defense Department Form 1265**

A sample of DD Form 1265 is included in figures D-1 (front) and D-2 (back).

REQUEST FOR CONVOY CLEARANCE		1. CONVOY NUMBER	2. UIC	3. DATE (YYYYMMDD)	
				1 Sep 98	
SECTION I - GENERAL					
4. ORGANIZATION		5. STATION		6. CONVOY COMMANDER	
1st Bn (Abn), 501st PIR		Fort Richardson, Alaska 99505-8200		1LT John Doe	
7. PERSONNEL STRENGTH		8. POINT OF ORIGIN		9. DESTINATION	
a. OFFICER	b. ENLISTED				
3	63	Fort Richardson, Alaska 99505-8200		Fort Greely, Alaska 98773	
10. DATE AND TIME		a. DEPARTURE	b. ARRIVAL	11. RATE OF MARCH	
		14 0500 Sep 98	14 1600 Sep 98	40 miles per hour	
SECTION II - CONVOY COMPOSITION					
12. NUMBER OF EACH TYPE OF VEHICLE AND DESCRIPTION (Include towed equipment)					
(4) M1009 3/4-Ton Truck (9) M108 5/4-Ton Truck (3) M1028 5/4-Ton Shelter Carrier (3) M35A2 2-1/2-Ton Truck (1) M936 5-Ton Wrecker (1) M149A23 Water Trailer (1) PU-620 Generator (3) M416 1/4-Ton Trailer (2) M105A2 1-1/2-Ton Trailer					
13. TOTAL NUMBER OF VEHICLES	14. NUMBER OF OVERSIZE/ OVERWEIGHT VEHICLES	15a. NO. OF SERIALS	b. TIME INTERVAL	16a. NO. OF MARCH UNITS	b. TIME INTERVAL
20	0	1	N/A	2	15 minutes
SECTION III - ROUTE DATA					
17. PROPOSED ROUTING (Indicate US Routes, State Routes, etc.)					
North on Highway 1 (Glenn Highway) to Palmer, east on Highway 1 to Glennallen, North on Highway 1 to Gakon Junction, North on Highway 4 to Fort Greely (Jarvis Creek)					
18. ETA AND ETD AT STATE LINES, MAJOR ROAD JUNCTIONS, MAJOR BRIDGES AND TUNNELS, METROPOLITAN AREAS AND OVERNIGHT HALT SITES (Continue on a separate sheet if additional space is required.)					
a. LOCATION		b. ETA	c. DATE (YYYYMMDD)	d. ETD	e. DATE (YYYYMMDD)
SP: Weigh Station (Glenn Highway)		0510	14 Sep 98	0515	14 Sep 98
CP1: Highway 1 (Glenn Highway) Junction, Highway 3 (Parks Highway) (15 minutes R-H)		0615	14 Sep 98	0630	14 Sep 98
CP2: Chickaloon General Store		0800	14 Sep 98	0805	14 Sep 98
CP3: Sheep Mountain Lodge (10 minutes R-H)		0920	14 Sep 98	0930	14 Sep 98
CP4: Glennallen Quick Stop (R-H-Lunch)		1120	14 Sep 98	1215	14 Sep 98
CP5: Paxson Lodge (10 minutes R-H)		1415	14 Sep 98	1425	14 Sep 98
RP: Jarvis Creek		1600	14 Sep 98		14 Sep 98
SECTION IV - LOGISTICAL DATA					
19. BRIEF GENERAL DESCRIPTION OF CARGO (Brief general description, i.e., organizational impediments, etc.) (Within security limitations)					
Communication Equipment Tents CL1 (MREs) Ammunition					

DD FORM 1265, SEP 1998

PREVIOUS EDITION IS OBSOLETE.

**Figure D-1. Sample Defense Department Form 1265 (front)**

USARAK Regulation 55-2

20. ARE EXPLOSIVES TO BE TRANSPORTED?		<input checked="" type="checkbox"/> YES		<input type="checkbox"/> NO (If YES, describe below)	
a. CLASS	b. AMOUNT	c. DESCRIPTION	d. VEHICLES TO BE USED		
			(1) NO.	(2) TYPE	
C	2,000 RDS	5.56mm Blanks	1	M105A02 TRL	
C	2,000 RDS	7.62mm Blanks	1	M105A02 TRL	
21. STATEMENT WHY EXPLOSIVES CANNOT BE TRANSPORTED COMMERCIALY (Movements involving explosives and/or other dangerous articles are required to comply with all applicable regulations or directives)					
22. LOGISTICAL SUPPORT REQUIRED AT OVERNIGHT HALT SITES?		<input type="checkbox"/> YES <input type="checkbox"/> NO			
(If YES, complete the following) (Use separate sheet if additional space is required)					
a. DATE (YYYYMMDD)	b. INSTALLSTION	c. GAS (gals)	d. OIL (gals)	e. RATIONS	f. BILLETS
23. REMARKS					
<div style="font-size: 100px; transform: rotate(-30deg); opacity: 0.5;">SAMPLE</div>					
24. REQUESTING AGENCY			25. APPROVING AGENCY		
S4, 1st Bn (Abn), 501st PIR Fort Richardson, Alaska 99505-8200					
26. REQUESTED BY			27. APPROVED BY		
a. NAME (Last, First, Middle Initial)			a. NAME (Last, First, Middle Initial)		
Jones, Jane A.					
b. GRADE	c. TITLE		b. GRADE	c. TITLE	
CPT	S4 Officer				
d. SIGNATURE		e. DATE (YYYYMMDD)	d. SIGNATURE		e. DATE (YYYYMMDD)
		1 Sep 98			
INSTRUCTIONS: In cases where bona-fide emergencies exist, the information contained on DD Form 1265 and DD Form 1266 may be transmitted to the appropriate headquarters by telephone or electronic transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the form. Items which do not apply will be so indicated.					

DD FORM 1265 (BACK), SEP 1998

Figure D-2. Sample Defense Department Form 1265 (back)

**Appendix E**  
**Convoy Signs**

**E-1.** Convoy signs will provide a high visual signal to approaching vehicle operators, both day and night. Specifications are as follows:

a. The dimensions of the CONVOY FOLLOWS sign are 8 inches by 50 inches with a 3/8-inch wide border inserted 3/8 inch from sign's edge. The legend (lettering) will be 4 inches high.

b. The dimensions of the CONVOY AHEAD sign are 16 inches by 50 inches with a 3/8-inch wide border inserted 3/8 inch from sign's edge. The legend (lettering) will be 5-inches high on 2 lines.

c. Both sizes will have the same color combination. Background for signs will be yellow reflex-reflective paint or sheeting. Legend and sign border will be black, nonreflective materiel with opaque inks compatible with base material.



## Appendix F

### Convoy Communications—Known Telephone Locations

#### F-1. Appendix purpose

This appendix's purpose is to provide emergency communications information and requirements for convoys traveling over Alaska State highways.

#### F-2. Requirements

a. Reporting location. Convoy/serial commanders (or their designated representative) are required to report SP, CP, and RP passage to the MCC, Fort Richardson at 384-1839/1847 or 1-800-478-ARMY or the MCT, Fort Wainwright at 353-1169 or 1-800-353-1169. If the MCC is not operational at Fort Richardson information should be passed through to the Command Operations Center at 384-6666 or 1-800-410-9144 or the Command Operations Center at Fort Wainwright at 353-6666 or 1-800-478-7588 or Fort Greely at 873-4453. The DD Form 1265 will indicate in the remarks section if the MCC will or will not be operational. A partial listing of the location of telephones available is in tables F-1 through F-3.

b. Internal convoy communications. Internal convoy communications will be by frequency modulation (FM) radio on the frequencies listed in the current Communications Electronics Operating Instruction and will be nonsecure. Commanders requesting overflight of the convoys will coordinate this frequency with the covering aircraft.

c. Convoy overflights. Coordination for convoy overflights will be conducted with USARAK Air.

d. Road conditions and weather information.

(1) For a road condition report call 273-6037 (south of the range) or 1-800-478-7675 (north of the range).

(2) For a motorist and recreational forecast call 936-2626.

<b>Table F-1</b> <b>Public Telephones on the Glenn and Richardson Highway (Fort Richardson—Glennallen—Fort Greely)</b>		
<b>Location</b>	<b>Mileage from Anchorage</b>	<b>Distance to Next Telephone</b>
Palmer	41.6	20.6
Sutton	61.0	15.3
Chickaloon General Store	76.3	25.9
Long Rifle Lodge	102.3	11.7
Sheep Mountain Lodge	113.5	10.5
Gunsight Lodge	123.0	5.0
Eureka Lodge	128.0	31.0
Lake Louise Junction	159.8	11.3
Tolsona Lake	170.5	3.0
Ranch House Lodge	173.0	16.0
Glennallen	189.0	14.0
Gakona Junction	203.0	56.3
Paxson	259.5	10.5
Delta Junction	339.7	
Wasilla	42	32

**USARAK Regulation 55-2**

<b>Table F-2 Public Telephones on the George Parks Highway (Fort Richardson—Fort Wainwright)</b>		
<b>Location</b>	<b>Mileage From Anchorage</b>	<b>Distance to Next Telephone</b>
Willow	70	20
Cache Country General Store	90	11
Talkeetna	101	14
Trapper Creek	115	41
Chulitna River Lodge	156	32
Igloo Service	188	22
Cantwell	210	35
Healy Roadhouse	245	35
Clear Sky Lodge	280	25
Nenana	305	55
Fairbanks	360	

<b>Table F-3 Public Telephones on the Richardson Highway (Fort Wainwright—Fort Greely)</b>		
<b>Location</b>	<b>Mileage From Fairbanks</b>	<b>Distance to Next Telephone</b>
Eielson Air Force Base	23	19
Salchaket Homestead	42	7
Midway Lodge	49	20
Richardson Roadhouse	69	20
Big Delta	89	9
Delta Junction	98	20
Fort Greely RP	118	



## Appendix G

### Emergency Medical Services

#### G-1. Emergency medical service locations and telephone numbers

Tables G-1 through G-15 list locations (by mile post (MP) and kilometer post markers) and telephone numbers for emergency medical services on the George Parks Highway, the Haines Highway, the Alaska Highway, the Denali Highway, the Richardson Highway, the Edgerton Highway/McCarthy Road, the Glenn Highway, Nabesna Road, the Seward Highway, the Old Glenn Highway, Tok Cut-off, the Taylor Highway, the Sterling Highway, Kenai Spur Road, the Klondike Highway, Chena Hot Springs Road, the Steese Highway, and the Elliott Highway. All emergency access numbers listed are available 24 hours a day, unless otherwise noted.

<b>Table G-1 George Parks Highway (Anchorage to Fairbanks)</b>			
<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 35.3 (Glenn Highway junction)	MP 52.3 (Big Lake Road junction)	Wasilla Ambulance (at MP 42.3)	911
MP 52.3 (Big Lake Road junction)	MP 64.5 (Nancy Lake Marina)	Houston Ambulance Service (at MP 57.4)	911
MP 64.5 (Nancy Lake Marina)	MP 91	Willow Volunteer Ambulance (at MP 71)	911
MP 91	MP 104.3 (Big Susitna River)	Susitna Ambulance (at MP 104.5)	911
MP 104.3 (Big Susitna River)	MP 200 (Matanuska-Susitna Borough boundary at Summit)	Trapper Creek Ambulance (at MP 114.5)	911
MP 174 (Hurricane Gulch)	MP 224 (Carlo Creek)	Cantwell Ambulance (at MP 210)	911
MP 224 (Carlo Creek)	MP 276 (Rex Bridge)	Tri-Valley Fire Department (at MP 248.9)	911
MP 250 (Dry Creek Bridge)	MP 330 (Swede's Place)	Nenana Fire Department (at MP 304)	911
MP 330 (Swede's Place)	MP 356 (Sheep Creek Road)	Chena/Goldstream Volunteer Fire Department	911
MP 356 (Sheep Creek Road)	MP 358 (City of Fairbanks)	University of Alaska Fire Department	911

<b>Table G-2 Haines Highway (Haines, Alaska to Haines Junction, Yukon Territory)</b>			
<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 0 (City of Haines)	MP 40 (Kilometer 72) (Alaska/Canada Border)	Haines Volunteer Fire Department (at MP 0)	911
Kilometer 72 (MP 40) (Alaska/Canada Border)	Kilometer 256 (Haines Junction)	Haines Junction Ambulance (at Kilometer 256)	911

**USARAK Regulation 55-2****Table G-3  
Denali Highway (Paxson to Cantwell)**

<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 0 (Paxson)	MP 78 (Susitna River)	Copper River Emergency Medical Service	911
MP 78 (Susitna River)	MP 135 (Cantwell)	Cantwell Ambulance (at MP 132.5)	911

**Table G-4  
Richardson Highway (Valdez to Fairbanks)**

<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 0 (Valdez)	MP 60 (large turnout)	Valdez Volunteer Fire Department (at MP 0)	911
MP 60 (large turnout)	MP 185 (Denali Highway junction)	Copper River Emergency Medical Service (at Glennallen)	911
MP 185 (Denali Highway junction)	MP 310 (Birch Lake)	Delta Rescue Squad (at MP 265.5)	911
MP 310 (Birch Lake)	MP 314 (Eielson Air Force Base main gate)	Salcha Rescue	911
MP 341 (Eielson Air Force Base main gate)	MP 359 (Badger Road/ Fairbanks city limits)	North Pole Fire Department	911

**Table G-5  
Edgerton Highway/McCarthy Road (MP 83 Richardson Highway to McCarthy)**

<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 0 (Richardson Highway junction)	MP 63 McCarthy Road (McCarthy)	Copper River Emergency Medical Service (at Glennallen)	911

**Table G-6**  
**Glenn Highway (Anchorage to Glennallen)**

From	To	Service	Telephone
MP 0 (City of Anchorage)	MP 13.6 (Eagle River)	Anchorage Fire Department (at MP 13.6)	911
MP 13.6 (Eagle River)	MP 30.8 (Knik River Bridge) (Old and New Glenn Highways)	Chugiak Volunteer Fire and Rescue	911
MP 30.8 (Knik River Bridge)	MP 54.5 (Moose Creek)	Palmer Ambulance Service (at MP 41.5)	911
MP 52 (Moose Creek)	MP 120 (Eureka)	Sutton Ambulance (at MP 61)	911
MP 128 (Eureka Lodge)	MP 189 (Richardson Highway junction)	Copper River Emergency Medical Services (at MP 187)	911

Note: The Glenn Highway continues to Tok with a 14-mile link via the Richardson Highway in addition the 125-mile "Tok Cut-Off" (see table E-11).

**Table G-7**  
**Seward Highway (Anchorage to Seward)**

From	To	Service	Telephone
MP 127 (downtown Anchorage)	MP 75.2 (Municipality of Anchorage boundary)	Anchorage Fire Department	911
MP 110 (Beluga Point)	MP 75.2 (Municipality of Anchorage boundary)		911
MP 75.2 (Municipality of Anchorage boundary)	MP 52 (near Hope Road junction)	Hope/Sunrise Emergency Medical Service	911 or Citizens' Band 9
MP 55 (including Hope Road)	MP 30 (Moose Pass)	Cooper Landing Volunteer Ambulance	Summit Lake Lodge at MP 46 can relay emergency messages 24 hours a day via radio to Cooper Landing Volunteer Ambulance
MP 30 (Moose Pass)	MP 0 (downtown Seward)	Bear Creek Rescue (at MP 6)	911

**Table G-8**  
**Old Glenn Highway (Mile Post 29.6 junction Glenn Highway to Palmer)**

From	To	Service	Telephone
MP 0 (junction Glenn Highway)	MP 11	Butte Ambulance Service (at MP 6)	911

**USARAK Regulation 55-2**

<b>Table G-9 Tok Cut-Off (Richardson Highway junction to Tok)</b>			
<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 0 (Richardson Highway junction)	MP 63 (Duffy's)	Copper River Emergency Medical Service (Glennallen)	911
MP 63 (Duffy's)	MP 125 (Tok)	Tok Ambulance Service (at MP 125)	911

<b>Table G-10 Taylor Highway (Tetlin Junction to Eagle)</b>			
<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 0 (Tetlin Junction)	MP 113 (O'Brian Creek Bridge)	Tok Ambulance (at MP 1314 Alaska Highway)	911
MP 113 (O'Brian Creek Bridge)	MP 161 (Eagle)		911

<b>Table G-11 Sterling Highway (Seward Highway to Homer)</b>			
<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 38 (Seward Highway junction)	MP 59 (Skilak Lake Loop Road junction)	Cooper Landing Volunteer Ambulance	911
MP 121 (White Alice Tower)	Also all roads within that area	Central Peninsula Emergency Medical Service (at MP 94)	911
MP 121 (White Alice Tower)	MP 145 (Happy Valley)	Ninilchik Volunteer Ambulance (at MP 136)	911
MP 145 (Happy Valley)	MP 170 (near historic view of Kachemak Bay)	Anchor Point Volunteer Fire Department (at MP 156.6)	911
MP 145 (Happy Valley)	MP 179 (end of Homer Spit) and East End Road to 20 Mile and all accessible back roads	Homer Volunteer Fire Department (at MP 174)	911

<b>Table G-12 Kenai Spur Road (Sterling Highway junction/Soldotna "Y" to end of road)</b>			
<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 0 (outside Kenai)	MP 4 (Kenai city limits)	Central Peninsula Emergency Medical Service	911
MP 15 (Kenai city limits)	MP 41 (end of road) and all side roads and the platforms in the upper inlet	Nikiski Fire Department (at MP 17.9 and MP 26.8)	911

**Table G-13****Chena Hot Springs Road (Mile Post 5 Steese Highway to Chena Hot Springs)**

<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 5 Steese Highway	MP 52 (Chena Hot Springs)	Interior Ambulance Rescue Squad	911

**Table G-14****Steese Highway (Fairbanks to Circle)**

<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 2 (Old Steese Highway)	MP 86 (Fairbanks North Star Borough boundary/ 12 Mile Summit)	Interior Ambulance Rescue Squad	911
MP 22	MP 45	Chatanika Emergency Response Team	911
MP 86 (Fairbanks North Star Borough boundary/ 12-Mile Summit)	MP 110		911
MP 110	MP 162 (Circle)	Central Emergency Team	911

**Table G-15****Elliott Highway (Fox to Manley Hot Springs)**

<b>From</b>	<b>To</b>	<b>Service</b>	<b>Telephone</b>
MP 0 (Fox)	MP 32 (Fairbanks North Star Borough boundary)	Interior Ambulance Rescue Squad	911
MP 32 (Fairbanks North Star Borough boundary)	MP 152 (Manley Hot Springs)		911
MP 44 (Tatalina River)	MP 94 (Ptarmigan Hill)	Livengood Emergency Medical Squad (at MP 77)	911



## Appendix H Checklists

### H-1. Convoy safety checklist

Use of a checklist will aid in the proper and efficient organization and operation of a convoy movement and ensure details are not overlooked. The suggested outline offered below may be adapted, added to, or resequenced to meet the needs of any particular situation or the desires of the convoy commander.

a. Are vehicles basic issue items (pioneer tools, highway warning devices, and fire extinguisher) present on every vehicle in the convoy? (AR 385-55, para 2-16)

b. Do tactical vehicle drivers have a valid and current SF 46? (AR 600-55, para 2a) If operating in winter, do both the primary and assistant drivers have Winter Driving Phase I and Phase II qualification?

c. Do drivers perform before-, during-, and after-operation preventive maintenance? (FM 21-305, page 2-1; TC 21-306)

d. Are convoy drivers provided an 8-hour rest for each 10 hours of driving a tactical vehicle within a 24-hour time period? (AR 385-55, para 2-7; FM 21-305, page 9-5)

e. Do convoy commanders brief all drivers/assistant drivers/senior occupants before the march on hazardous areas or conditions to be encountered (safe following distances, proper speed, route, rest periods, signals, proper accident/breakdown/recovery/ procedures, etc.)? (FM 21-305, page 24-1)

f. Are drivers of bulk fuel transports instructed on emergency procedures for fuel leaks? (TC 21-306, page 16-4)

g. Are radio whip antennas tied down to not less than 7 feet from the ground and are antenna tips covered with protective balls when operated on paved roads?

h. Are service drive lights used at all times on paved public roads (blackout drive prohibited)?

i. Have drivers been trained to drive in adverse weather (ice, snow, fog, rain) and difficult terrain? (FM 21-305, section 1; FM 55-30, apps C and D)

j. When transporting personnel, do drivers—

(1) Walk to the rear of the vehicle before starting to secure the tailgate and safety strap and ensure all passengers are seated? (AR 385-55, para 2-17; FM 21-305, page 21-1; FM 55-30, page 10-8)

(2) Adjust the tarpaulin to ensure proper ventilation (in adverse weather lash down tarpaulin and front curtain, in good weather roll tarpaulin and secure at bar top)? (FM 21-305, page 21-1)

(3) Secure baggage/loads safely and not in the way of passengers? (FM 21-305, page 21-1)

(4) Prohibit personnel from riding on the outside of wheeled or tracked vehicles? (AR 385-55, para 2-17)

(5) Ensure all occupants use restraint systems when available? (AR 385-55, para 2-16)

k. Are rotating or flashing amber lights and convoy flags used on the first and last vehicles in the convoy? (AR 385-55, para 2-16; FM 21-305, page 24-5)

l. Are ground guides used when backing vehicles 2 1/2 tons and larger? (AR 385-55, para 2-16; FM 21-305, page 24-5)

## **USARAK Regulation 55-2**

m. Are vehicles that are used to transport hazardous materials/dangerous cargo (ammunition, gasoline, and flammable liquids)—

(1) Appropriately placarded and loaded to meet hazard classification and compatibility requirements? (FM 55-30, chap 12)

(2) Inspected using DD Form 626 (Motor Vehicle Inspection (Transporting Hazardous Material))? (FM 55-30, page 10-9)

(3) Equipped with two operational fire extinguishers (one 15-pound carbon dioxide or two 5-pound purple "K")

n. Do drivers know the meaning of traffic control signals, signs, devices, and markings used by civilian/military police? (FM 55-30, page 9-17)

o. When loading cargo, do personnel (per FM 55-30, page 10-7)—

(1) Place heavy items on bottom, lighter ones on top?

(2) Distribute items evenly over the bed?

(3) Pack cargo so it will not shift?

(4) Block and brace with lumber or other materiel as required to keep load from shifting?

(5) Ensure the load does not obscure vision? Are ammunition and petroleum, oils, and lubricants cargoes transported separately? (FM 55-30, page 9-17)

## **H-2. Convoy commander's checklist**

Use of a checklist by a convoy commander will aid in the proper and efficient organization and operation of a convoy movement and ensure the convoy commander that no administrative or operational details are overlooked. The suggested outline offered below may be adapted, added to, or resequenced to meet the needs of any particular situation or the desires of the commander.

a. Reconnaissance.

b. Convoy organization.

(1) Size of serials/march units.

(2) Type of column.

(3) Rate of march.

(a) Pace.

(b) Passing/regaining position.

(4) Operating gaps.

(a) Serials/march unit.

(b) Vehicles: 1) open road, 2) towns and cities, and 3) at halt.



- (5) Convoy clearance number.
  - (6) Vehicle marking.
- c. Rest and mess halts.
  - (1) Time and duration.
  - (2) Mess arrangements.
- d. Refueling.
- e. Loading/entrucking.
  - (1) Time and place.
  - (2) Report to.
  - (3) Type/class cargo.
  - (4) Outsize loads.
- f. Unloading/detrucking.
  - (1) Time and place.
  - (2) Report to.
- g. Driver briefing.
  - (1) Responsibility.
  - (2) Time and place.
  - (3) Strip maps or other route aids.
  - (4) Safety.
  - (5) Emergency medical procedures.
  - (6) Accident/breakdown/recovery procedures.
- h. Communications.
  - (1) Within convoy.
  - (2) Reporting of SP, CPs, and RP.
- i. Vehicles.
  - (1) Serviced.
  - (2) Inspected.

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(3) Accident/breakdown procedures.

### **j. Cargo.**

(1) Properly loaded and secured.

(2) Protected from weather.

### **k. Security measures.**

(1) En route.

(2) At halt.

(3) Review USARAK Regulation 190-1, appendixes G and H.

### **l. Trail.**

(1) Maintenance.

(2) Wrecker.

(3) Medical support.

(4) Trail officer.

### **m. Guides.**

(1) Position.

(2) Posting and pick up.

### **n. Use of lights.**

(1) During operation.

(2) Blackout restriction.

### **o. Release of trucks.**

(1) Time.

(2) Responsibility.

### **p. Debriefing.**

(1) Convoy commander's report.

(2) Other reports or information.

**Appendix I**

**Transportation Coordinator, Automated Command and Control Information System**

**I-1.** The Transportation Coordinator TC-ACCIS is an information management and data communication system used by the United States Army Active and Reserve components to plan and execute deployment during both day-to-day operations and crisis situations. The TC-ACCIS software resides on a Compaq enhanced file server at the ITO. This Compaq 4500 also functions as the central point for processing all TC-ACCIS data communications for the installation. TC-ACCIS can be installed at battalion and company level at no cost to the unit.

**I-2.** Below the ITO level, TC-ACCIS can identify units at six levels of command: corps, division, brigade, battalion, company, or detachment. These units can communicate with the ITO Compaq by using dumb terminals that are connected directly or by using another computer that uses a modem to make the connection. Units do not communicate directly with each other but rather through the ITO Compaq 4500.



**Glossary**

AMC .....	Army Material Command
app.....	appendix
AR.....	Army Regulation
CFR .....	Code of Federal Regulations
chap.....	chapter
CP .....	checkpoint
CRAF .....	Civil Reserve Air Fleet
D/AACG .....	Departure and Arrival Airfield Control Groups
DA.....	Department of the Army
DD.....	Defense Department
DOD.....	Department of Defense
FM.....	field manual, or, in reference to radios, frequency modulation
ITO.....	Installation Transportation Office
MCC.....	Movement Control Center
MCT .....	Movement Control Team
MP .....	Mile Post
NSN .....	National Stock Number
Pam .....	pamphlet
para.....	paragraph
RP .....	release point
SP .....	start point
SUSV .....	small unit support vehicle
TB .....	technical bulletin
TC.....	technical circular
TC-ACCIS.....	Transportation Coordinator Automated Command and Control Information System
TM.....	technical manual

## **USARAK Regulation 55-2**

TOE ..... table of organization and equipment

TRANS..... Transportation Division

UMO ..... Unit Movement Officer

USARAK..... United States Army Alaska

USARPAC ..... United States Army, Pacific